

Old Fourth Ward Master Plan

Part 6: Implementation



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of Planning & Community Development
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Section 6.1: Action Program

Action Program

The Action Program outlines the next steps after adoption of this plan by the City of Atlanta. It includes a list of projects, timelines and responsible parties, and is intended to serve as a blueprint for achieving the community's vision for its future.

Stakeholders identified several efforts to assure implementation. These included continued diligence on the part of area residents, businesses, and the City of Atlanta to monitor development in the Old Fourth Ward and ensure compliance with the vision of this study. Part of this should involve revisions to the plan as needed. Stakeholders must also work with the City to implement land use and zoning changes which support the vision.

Recommendations are provided on an aggressive schedule. Projects in the near future represent those addressing areas with the most critical need for public improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the long-term success of this study.

Implementation Steps

This document is an aggressive, but achievable, plan for building on the rich history of the Old Fourth Ward to create a model sustainable neighborhood. However, for the vision contained in these pages to become a reality there must be both short and long-term commitments to its principles. The following paragraphs are intended to provide steps that guide the short and long-term implementation processes.

Short-Term

Short term implementation should remove regulatory barriers to the vision contained herein. Plan approval should be accompanied by updates to the 15 Year Future Land Use Plan, as recommended herein. Plan approval is constituted

by an official adoption of the plan into the Atlanta Strategic Action Plan (ASAP), making the plan an official part of the city-wide plan.

Consistent with the City's established practices, other short-term implementation steps are as follow:

- Capital Projects will be identified in the ASAP. ASAP project tables receive yearly updates and status reporting.
- Short term capital projects will be identified in the CIP, which has very high visibility and for which status is reported more frequently.
- Projects within specific council districts are reviewed regularly with council members (at least once per year) for funding and priority-setting.
- Neighborhood Planning Unit M will be given copies of the complete plan, containing capital and other projects. NPU M will provide an ongoing review for projects and request project updates as needed from the Bureau of Planning and City Council.
- The plan includes preliminary zoning recommendations. These recommendations are implemented in a follow-up process, with additional input from the community. The involved neighborhood groups and NPU M always provide a natural impetus to implement the rezoning recommendations as developments file for rezoning.

Long-Term

The realization of the vision contained herein will also require a long-term commitment. The plan's aggressive vision cannot be achieved overnight, and must be regularly reviewed to remain relevant. Any plan that does not do this risks obsolescence.

As the City of Atlanta and neighborhood move forward with implementing the vision of this study, it is critical that the following are kept in mind:

- **The Plan's Lasting Vision:** Of all of the components of this study, its policies should represent its most lasting legacy. The ideas contained in Part 4: Recommendations are the results of

an extensive and inclusive public involvement process. It is highly unlikely that the general vision and goals resulting from such process will change significantly, although the steps to achieving them may.

- **The Need for Flexibility:** While the vision is unlikely to change, it is critical that the community recognize that the ways in which the vision is achieved can and will change. The future addition or subtraction of policies or projects should not be viewed as a compromise of the study, but rather its natural evolution in response to new conditions. Many of the assumptions used to guide this process, including the regional and national economy; land costs; transportation costs; transportation funding programs; and development trends are never fixed. The City of Atlanta must be prepared to respond to changes of these and other factors in order to ensure a fresh, relevant plan.
- **A Redevelopment Guide:** One of the greatest long-term values of this document, in addition to its role in procuring transportation funding, is that it lays out a detailed land use vision. To this end, as development proposals are submitted to the City, said proposals should be reviewed for compatibility with the plan. The plan contains specific recommendations for specific sites, and the City should use the development review process to work with the private sector to achieve this vision.

By being mindful of these four ideas, the Old Fourth Ward Master Plan can guide positive change in the neighborhood for years to come.

Public Project Funding

Since transportation improvements are among the highest priority projects in the Old Fourth Ward, it is also ideal that they may be funded through a variety of sources. The City of Atlanta should work with Atlanta Regional Commission (ARC) and Georgia Department of Transportation (GDOT) staff to ensure that projects that require Federal transportation funds are included in future Regional Transportation Plans (RTPs). Revisions

to such plans are made every five years.

Typically, federal funds require a local 20 percent match. Key sources for these funds and other project funds could include:

- **Recommended CID:** The proposed Old Fourth Ward Community Improvement District (CID) will be instrumental in implementing the recommendation of this plan. The CID will be able to provide funds to serve as the local transportation match. It will also provide a critical stream of revenue for security and maintenance of parks and transportation facilities.
- **BeltLine Tax Allocation District:** The BeltLine TAD will generate bond funds to pay for transportation and open space improvements near the BeltLine. The TAD includes much of the neighborhood within one-quarter mile of the BeltLine. Many of the projects in this study have been coordinated with the BeltLine Subarea 5 Master Plan to ensure funding eligibility.
- **Eastside TAD:** Most of the neighborhood that is not within the BeltLine TAD lies within the Eastside TAD. Like the BeltLine TAD, this TAD may represent an option for funding public investments.
- **Development Impact Fees:** As new development occurs citywide, impact fees are generated to fund transportation, parks, and public safety improvements. These could be used to leverage federal funds within the Study Area.
- **Private Donations:** Local matches could also be obtained by soliciting area property owners, businesses, and residents. Although highly unusual, this method was used in Downtown to fund public improvements in the Fairlie-Poplar district.

Private funds may also be used to fund specific “special interest” projects. For example, the PATH Foundation funds multi-use greenway trails, while the Trust for Public Land and the Blank Foundation sometimes fund urban park projects.

Without a detailed analysis that is beyond the scope of this study, the ideal local funding mechanisms for each project cannot be determined. However, the City should explore all available options.

Cost Assumptions

As with any macro-level planning process, it is impossible to perfectly assign costs to future projects. However, it is possible to estimate based on standard cost assumptions. The following assumptions are used in the Action Program Matrices found on the following pages; all costs include demolition and installation:

- Concrete sidewalks: \$5.00/sf
- Street trees (3.5" caliper): \$600 each
- Pedestrian light: \$5,000 each
- Concrete curbs: \$7.50/linear foot
- Planted bulbouts: \$9,000 each
- Landscape strip: \$2.25/sf
- Colored asphalt crosswalks: \$4,500/leg
- Thermoplastic ladder crosswalk: \$400/leg
- Bike lanes/stripping: \$4.00/linear foot
- Major park improvements: \$15/sf
- Buried utilities: \$350/linear foot per side
- Asphalt removal: \$1.00/sf
- Asphalt Paving: \$1.67/sf
- Median construction (including asphalt removal and landscaping): \$15.00/sf
- Speed bumps: \$1,200 each
- Bus shelter: \$5,000 each
- New streets: \$500/linear foot
- Sharrow: \$3.50/linear foot
- Traffic signal: \$150,000/intersection
- Stop sign: \$500/each

Where project costs have already been estimated by another study, the other study's costs are used. All costs are in 2008 dollars.

Transportation Projects

ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
Vehicular - New Streets									
T-1	Merritt Ave Extension - From Boulevard to Parkway	\$30,000	2013	\$200,000	\$230,000	COA	COA, QOL	COA	\$230,000
T-2	Hunt St extension - From Linden Ave to Pine St. (controlled access street south of Merritt)	\$52,500	2014	\$350,000	\$402,500	COA	COA, QOL	COA	\$402,500
T-3	Hutting St Extension - From Linden St to North Ave	\$33,750	2011	\$225,000	\$258,750	Private, AHA	Private	n/a	\$0
T-4	New street - Between North and Ponce de Leon Aves - Location undetermined	\$33,750	2011	\$225,000	\$258,750	Private, AHA	Private	n/a	\$0
T-5	New streets - Civic Center site	\$240,000	TBD	\$1,600,000	\$1,840,000	Private	Private	n/a	\$0
T-6	Linden Ave. Extension - To Piedmont Avenue	\$91,500	TBD	\$610,000	\$701,500	Private	Private	n/a	\$0
T-7	Penn Ave Extension - To Renaissance Pkwy	\$75,000	TBD	\$500,000	\$575,000	Private	Private	n/a	\$0
T-8	New street - From Central Park Pl to Civic Center site	\$33,750	TBD	\$225,000	\$258,750	Private	Private	n/a	\$0
T-9	New streets - Block bounded by Central Park Pl, Ralph McGill, Parkway & Highland	\$232,500	TBD	\$1,550,000	\$1,782,500	Private	Private	n/a	\$0
T-10	New Street - From Renaissance Pkwy to North, on new park land	\$97,500	TBD	\$650,000	\$747,500	COA	COA, QOL	COA	\$747,500
T-11	Linden St Extension - From Parkway Dr to Boulevard	\$30,060	TBD	\$200,400	\$230,460	Private	Private	n/a	\$0
T-12	Dallas St Extension - Angier Springs Rd	TBD							
T-13	Wilmer St Extension - To Ralph McGill Blvd	See Beltline Sub-Area 5 Plan							
T-14	North Angier Ave Extension - Ralph McGill Blvd	See Beltline Sub-Area 5 Plan							
T-15	Willoughby Way Extension - To Ensley St	See Beltline Sub-Area 5 Plan							
T-16	Ensley St Extension - Elizabeth St.	See Beltline Sub-Area 5 Plan							
	Programable New Street Total : (Includes only new projects)	\$950,310		\$6,335,400	\$7,285,710				\$1,380,000
Vehicular - Other									
T-17	Median on Boulevard	\$53,000	2013	\$352,500	\$405,500	GDOT	Safety	n/a	\$0
T-18	Median on Ralph McGill Blvd	\$11,250	2016	\$75,000	\$86,250	COA	COA	COA, QOL, IF	\$0
T-19	Median on North Avenue	See Connect Atlanta Plan							
T-20	Traffic signal at Ralph McGill Blvd, Willoughby Way and Fortune St	\$22,500	2010	\$150,000	\$172,500	COA	COA	COA, QOL, IF	\$172,500
T-21	Traffic signal at North Ave at City Hall East	\$22,500	2012	\$150,000	\$172,500	Ponce Park Development	Private	n/a	\$0
T-22	Traffic signal at Hutting St at North Avenue	\$7,500	TBD	\$50,000	\$57,500	Private, AHA	Private, AHA	N/A	\$0
T-23	Left turn striping: Glen Iris Dr @ Highland Ave	\$360	2010	\$2,400	\$2,760	COA	COA	COA operating	\$2,760
T-24	Left turn striping: Randolph St @ Irwin St	\$0	2010	\$2,400	\$2,400	COA	COA	COA operating	\$2,400
T-25	Four way stop signs: Irwin St @ Sampson St	\$0	2009	\$2,000	\$2,000	COA	COA	COA operating	\$2,000
T-26	Four-way stop signs: Fortune St @ East Ave	\$0	2009	\$2,000	\$2,000	COA	COA	COA	\$2,000
T-27	JW Dobbs one-way conversion: East of Randolph St	\$0	2009	\$2,000	\$2,000	COA	COA	COA operating	\$2,000
T-28	Intersection upgrade/left turn lane: Boulevard @ Edgewood Ave	\$13,500	2012	\$90,000	\$103,500	COA	COA	COA, QOL, IF	\$103,500
T-29	Boulevard traffic signal upgrades and synchronization	\$185,250	2010	\$1,235,000	\$1,420,250	GDOT	Bond Fund, "Fast Forward"	n/a	\$0
T-30	Neighborhood speed humps	\$750	2009	\$5,000	\$5,750	COA	COA	COA operating	\$5,750
T-31	Ponce de Leon Ave traffic signal upgrades and synchronization	See Ponce Moreland Corridor Study							

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Transportation Projects

ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
T-32	Freedom Pkwy to I-75/85 reconstruction	See Connect Atlanta Plan							
	Programable Vehicular Total : (Includes only new projects)	\$316,610		\$2,109,900	\$2,426,510				\$292,910
Transit									
T-33	Bus shelters: 10 total	\$7,500	2011	\$50,000	\$57,500	MARTA	MARTA	n/a	\$0
T-34	Trash receptacles at select bus stops: 25 total	\$0	2011	\$6,250	\$6,250	MARTA	MARTA	n/a	\$0
T-35	Peachtree/Auburn Ave Streetcar	See Peachtree Streetcar Redevelopment Plan							
T-36	Boulevard / Monroe Streetcar -	To be determined							
T-37	Highland Avenue Streetcar	To be determined							
T-38	Beltline Transit	See Beltline Urban Redevelopment Plan							
T-39	Ponce de Leon Avenue Streetcar	See Ponce Moreland Corridor Study							
T-40	Bus Route 3 Reactivation	\$0	2009	\$0	\$0	MARTA	MARTA	n/a	\$0
	Programable Transit Total: (Includes only new projects)	\$7,500		\$56,250	\$63,750				\$0
Pedestrian									
T-41	Boulevard Pedestrian Facilities: Freedom Pkwy to Ponce de Leon Ave	\$261,150	2015	\$4,366,000	\$5,020,900	COA	TE, QOL	CID, IF, TAD	\$3,680,330
	<i>New sidewalks (in existing ROW, both sides)</i>	\$60,000	2015	\$400,000	\$460,000	COA	TE, QOL	CID, IF, TAD	\$152,000
	<i>Pedestrian lighting</i>	\$126,000	2015	\$840,000	\$966,000	COA	TE, QOL	CID, IF, TAD	\$319,200
	<i>Street trees</i>	\$22,500	2015	\$150,000	\$172,500	COA	TE, QOL	COA, Trees Atlanta	\$57,000
	<i>Crosswalks - imprinted asphalt per GDOT standards</i>	\$27,000	2015	\$180,000	\$207,000	COA	TE, QOL	CID, IF, TAD	\$68,400
	<i>Bulbouts around existing parking - east side</i>	\$25,650	2015	\$171,000	\$196,650	COA	TE, QOL	CID, IF, TAD	\$64,980
	<i>Utility burial - local lines, not high tension lines</i>	\$393,750	2016	\$2,625,000	\$3,018,750	COA	QOL, Private	CID, IF, TAD	\$3,018,750
T-42	Boulevard Pedestrian Facilities: Freedom Pkwy to DeKalb Ave	\$126,180	2017	\$2,521,200	\$2,899,380	COA	TE, QOL	CID, IF	\$2,251,656
	<i>New sidewalks (in existing ROW, both sides)</i>	\$17,280	2017	\$115,200	\$132,480	COA	TE, QOL	CID, IF	\$43,776
	<i>Pedestrian lighting</i>	\$81,000	2017	\$540,000	\$621,000	COA	TE, QOL	CID, IF	\$205,200
	<i>Street trees</i>	\$14,400	2017	\$96,000	\$110,400	COA	TE, QOL	COA, Trees Atlanta	\$36,480
	<i>Crosswalks - imprinted asphalt per GDOT standards</i>	\$13,500	2017	\$90,000	\$103,500	COA	TE, QOL	COA	\$34,200
	<i>Utility burial - local lines, not high tension lines</i>	\$252,000	2017	\$1,680,000	\$1,932,000	COA	QOL, Private		\$1,932,000
T-43	North Ave Pedestrian Facilities: Central Park Pl to Beltline	\$185,775	2016	\$3,443,500	\$3,960,025	COA	TE, QOL	CID, IF	\$3,006,380
	<i>New sidewalks (in existing ROW, both sides)</i>	\$50,400	2016	\$336,000	\$386,400	COA	TE, QOL	CID, IF	\$127,680
	<i>Pedestrian lighting</i>	\$105,000	2016	\$700,000	\$805,000	COA	TE, QOL	CID, IF	\$266,000
	<i>Street trees</i>	\$18,900	2016	\$126,000	\$144,900	COA	TE, QOL	COA, Trees Atlanta	\$47,880
	<i>Crosswalks - imprinted asphalt per GDOT standards</i>	\$11,475	2016	\$76,500	\$87,975	COA	TE, QOL	COA	\$29,070
	<i>Utility burial</i>	\$330,750	2016	\$2,205,000	\$2,535,750	COA	QOL, Private	COA	\$2,535,750

Transportation Projects

ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
T-44	Glen Iris Dr Pedestrian Facilities: Ponce de Leon Ave to Highland Ave	\$195,900	2012	\$1,306,000	\$1,501,900	COA	TE, QOL, Private	CID, IF, TAD	\$496,280
	New sidewalks (in existing ROW, both sides)	\$39,600	2012	\$264,000	\$303,600	COA	TE, QOL	CID, IF	\$100,320
	Bulbouts - west side	\$24,300	2012	\$162,000	\$186,300	COA	COA	TAD	\$61,560
	Street trees	\$132,000	2012	\$880,000	\$1,012,000	Private, COA	COA	COA, Trees Atlanta	\$334,400
T-45	Randolph St Pedestrian Facilities: Highland Ave to Edgewood Ave	\$38,880	2013	\$259,200	\$298,080	COA	TE, QOL, Private	CID, IF, TAD	\$98,496
	New sidewalks (in existing ROW, both sides)	\$23,400	2013	\$156,000	\$179,400	COA	TE, QOL	CID, IF	\$59,280
	Bulbouts - west side	\$10,800	2013	\$72,000	\$82,800	COA	COA	TAD	\$27,360
	Street trees	\$4,680	2013	\$31,200	\$35,880	Private, COA	COA	COA, Trees Atlanta	\$11,856
T-46	Edgewood Ave Pedestrian Facilities: Beltline to Boulevard	\$47,700	2013	\$318,000	\$365,700	COA	TE, QOL, Private	CID, IF, TAD	\$120,840
	New sidewalks (in existing ROW, both sides)	\$27,000	2013	\$180,000	\$207,000	COA	TE, QOL	CID, IF	\$68,400
	Bulbouts - south side	\$13,500	2013	\$90,000	\$103,500	COA	COA	TAD	\$34,200
	Street trees	\$7,200	2013	\$48,000	\$55,200	Private, COA	COA	COA, Trees Atlanta	\$18,240
T-47	Highland Ave Pedestrian Facilities: Boulevard to Beltline	\$54,270	2016	\$361,800	\$416,070	COA	TE, QOL, Private	CID, IF, TAD	\$137,484
	New sidewalks (in existing ROW, both sides)	\$36,450	2018	\$243,000	\$279,450	COA	TE, QOL	CID, IF	\$92,340
	Bulbouts - north side	\$8,100	2018	\$54,000	\$62,100	COA	COA	TAD	\$20,520
	Street trees	\$9,720	2018	\$64,800	\$74,520	Private, COA	COA	COA, Trees Atlanta	\$24,624
T-48	Irwin St Pedestrian Facilities: Boulevard to Beltline	\$51,120	2018	\$340,800	\$391,920	COA	TE, QOL, Private	CID, IF, TAD	\$129,504
	New sidewalks (in existing ROW, both sides)	\$29,700	2018	\$198,000	\$227,700	COA	TE, QOL	CID, IF	\$75,240
	Bulbouts - both sides	\$13,500	2018	\$90,000	\$103,500	COA	COA	TAD	\$34,200
	Street trees	\$7,920	2018	\$52,800	\$60,720	Private, COA	COA	COA, Trees Atlanta	\$20,064
T-49	Ralph McGill Pedestrian Facilities: Boulevard to Beltline	\$62,550	2018	\$417,000	\$479,550	COA	TE, QOL, Private	CID, IF, TAD	\$158,460
	New sidewalks (in existing ROW, both sides)	\$47,250	2018	\$315,000	\$362,250	COA	TE, QOL	CID, IF	\$119,700
	Bulbouts - one side between Glen Iris and Boulevard	\$2,700	2018	\$18,000	\$20,700	COA	COA	TAD	\$6,840
	Street trees	\$12,600	2018	\$84,000	\$96,600	Private, COA	COA	COA, Trees Atlanta	\$31,920
T-50	Ralph McGill Pedestrian Facilities: Boulevard to Piedmont	\$58,050	2018	\$387,000	\$445,050	COA	TE, QOL, Private	CID, IF, TAD	\$147,060
	New sidewalks (in existing ROW, both sides)	\$40,500	2018	\$270,000	\$310,500	COA	TE, QOL	CID, IF	\$102,600
	Bulbouts - south side	\$6,750	2018	\$45,000	\$51,750	COA	COA	TAD	\$17,100
	Street trees	\$10,800	2018	\$72,000	\$82,800	Private, COA	COA	COA, Trees Atlanta	\$27,360
T-51	Angier Avenue Green Street - From Fourth Ward Park to Central Park	\$82,980	2021	\$553,200	\$636,180				\$210,216
	New sidewalks (in existing ROW, both sides)	\$31,500	2021	\$210,000	\$241,500	COA	TE, QOL	CID, IF	\$79,800
	Bulbouts - both sides	\$37,800	2021	\$252,000	\$289,800	COA	COA	TAD	\$95,760
	Street trees	\$13,680	2021	\$91,200	\$104,880	Private, COA	COA	COA, Trees Atlanta	\$34,656

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ID	Description	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	City of Atlanta Source & Match Amount	
T-52	Parkway Pedestrian Facilities: Ponce de Leon to Highland Ave	\$73,080	2018	\$487,200	\$560,280	COA	TE, QOL, Private	CID, IF, TAD	\$185,136
	<i>New sidewalks (in existing ROW, both sides)</i>	\$38,700	2018	\$258,000	\$296,700	COA	TE, QOL	CID, IF	\$98,040
	<i>Bulbouts - one side</i>	\$18,900	2018	\$126,000	\$144,900	COA	COA	TAD	\$47,880
	<i>Street trees</i>	\$15,480	2018	\$103,200	\$118,680	Private, COA	COA	COA, Trees Atlanta	\$39,216
T-53	Neighborhood sidewalk repair (assorted locations)	\$97,500	TBD	\$650,000	\$747,500	COA	COA	COA, QOL	\$747,500
T-54	Sampson Street Pedestrian Bridge Renovation	\$7,500	2010	\$50,000	\$57,500	COA, Private	COA	COA, QOL, Private	\$57,500
T-55	Piedmont Ave Pedestrian Facilities	See Image Downtown Plan							
T-56	Ponce de Leon Ave Pedestrian Facilities	See Ponce de Leon/Moreland Avenue Corridor Study							
T-57	Neighborhood walking routes	\$1,500	2009	\$10,000	\$11,500.00	Private	Private	n/a	\$0
T-58	Mid-block pedestrian crossings (three locations)	\$2,250	2011	\$15,000	\$17,250.00	COA	QOL, TE, Private	COA	\$17,250
	Programable Pedestrian Total: (Includes only new projects)	\$1,346,385		\$15,485,900	\$17,808,785				\$11,444,092
Bicycle									
T-59	Bike lanes on Parkway: 4,500 If (11,400 If MLK Station to Piedmont Park)	\$13,680	2010	\$91,200	\$104,880	COA	QOL, TE, PATH	COA	\$20,976
T-60	Bike lanes on Ralph McGill Blvd: 8,800 If (12,300 If Freedom Pkwy to Ivan Allen Blvd)	\$10,560	2010	\$70,400	\$80,960	COA	QOL, TE, PATH	COA	\$16,192
T-61	Bike lanes on North Ave: 5,450 If (14,000 If GaTech to Moreland Ave.)	\$3,270	2010	\$21,800	\$25,070	COA	QOL, TE, PATH	COA	\$5,014
T-62	Shared lanes on Highland Ave: 3,050 If (7,370 If Parkway to Freedom Pkwy at Carter Center)	\$1,601	2010	\$10,675	\$12,276	COA	QOL, TE, PATH	COA	\$2,455
T-63	Angier Ave - Shared Lane marking and signage: 5,700 If (6,725 If Peachtree to O4W Park)	\$2,993	2010	\$19,950	\$22,943	COA	QOL, TE, PATH	COA	\$4,589
T-64	Glen Iris\ Randolph - Shared Lane marking and signage: 7,000 If	\$3,675	2010	\$24,500	\$28,175	COA	QOL, TE, PATH	COA	\$5,635
T-65	Irwin St\ Lake Ave - Shared Lane marking & signage: 2,150 If in O4W (11,320 If total Downtown to Euclid)	\$1,129	2010	\$7,525	\$8,654	COA	QOL, TE, PATH	COA	\$1,731
T-66	Centennial Park Connector Trail	\$150,000	2008	\$1,000,000	\$1,150,000	COA	QOL, TE, PATH	COA	\$230,000
	Programable Bicycle Total: (Includes only new projects)	\$186,908		\$1,246,050	\$1,432,958				\$286,592
		\$2,807,713		\$25,233,500	\$29,017,713				\$13,403,594

NOTES

All costs are in 2008 dollars

COA: City of Atlanta

CID: Proposed Community Improvement District

IF: Impact Fees

TAD: Eastside or BeltLine TAD

TE: Federal Transportation Enhancement funds

QOL: Quality of Life Bonds

Other Projects

ID	Description	Costs	Year	Responsible Party	Funding Source
Parks & Open Space					
OS-1	Renaissance Park renovation	\$200,000	2012	City, Private	CID, Private, City Operating Funds
OS-2	Merritts Park renovation	\$20,000	2012	City, Private	CID, Private, City Operating Funds
OS-3	Boulevard-Angier Park renovation	\$20,000	2012	City, Private	CID, Private, City Operating Funds
OS-4	Morgan-Boulevard Park renovation	\$20,000	2012	City, Private	CID, Private, City Operating Funds
OS-5	Georgia Power greenspace renovation	\$15,000	2012	Private	CID, Private, City Operating Funds
OS-6	Renaissance Park expansion	\$25,000,000	TBD	City	City, Private
OS-7	New Park Place Park along Central Park Place at North Avenue	\$12,000,000	TBD	City	City, Private
OS-8	Community garden at Freedom Park (two locations)	\$5,000	2010	Private	Private
OS-9	Community garden at Parkway-Angier Park	\$3,000	2010	Private	Private
OS-10	Community garden at Central Park	\$3,000	2010	Private	Private
OS-11	Community garden at Auburn Ave. at Hogue St.	\$3,000	2010	Private	Private
OS-12	Community garden at new Old Fourth Ward Park	\$3,000	2010	Private	Private
OS-13	Community garden at Renaissance Park	\$3,000	2010	Private	Private
OS-14	Historic Fourth Ward Park	See BeltLine Urban Redevelopment Plan			
OS-15	Pocket park/paseo between Daniel Street and Bradley Street	\$10,000	2012	City	City, Private
OS-16	Opening David T. Howard school fields to public use	\$3,000	2010	City	City
OS-17	Establish an Old Fourth Ward Park Conservancy	\$0	2010	Private	Private
	Total (excluding staff time):	\$37,308,000			
Other Local Initiatives					
O-1	Mini police precinct	TBD	2009	APD	APD
O-2	"Boulevard Blue"	TBD	2011	CID	CID
O-3	Security cameras along Boulevard	\$300,000	2011	CID, APD	CID
O-4	Rezoning activity	Staff Time	2009	City	n/a
O-5	Modern home tour	TBD	2009	Private	Private
O-6	MLK Landmark District zoning amendments	Staff Time	2009	City	n/a
O-7	Community Improvement District (CID)	TBD	2010	CID	CID
O-8	Affordable housing technical advisory program	\$2,500	2009	City, ULI	ULI
O-9	New R-5A zoning district	Staff Time	2009	City	n/a
O-10	Neighborhood marketing	Staff Time	2010	CID, Private	CID, Private
O-11	Gateway markers at major neighborhood entrances	TBD	2011	CID, Private	CID, Private
	GRAND TOTAL:	\$302,500			

NOTES

All costs are in 2008 dollars
 APD: Atlanta Police Department
 ULI: Urban Land Institute
 CID: Community Improvement District

Section 6.2: Land Use & Zoning Changes

A key recommendation of this study is eliminating auto-oriented land uses in favor of more urban, pedestrian-oriented buildings. Before this can occur, however, amendments to the City of Atlanta's 15 Year Future Land Use Plan Map and subsequent zoning changes must occur. Current land use classifications and zoning designations have created the auto-oriented land uses that residents, businesses, and property owners so desperately want to change. This is particularly true in commercial areas such as North Avenue at Boulevard Drive.

Future Land Use Plan Map and subsequent zoning changes are priority actions for this study. They are intended to codify recommended land uses, urban design standards, and streetscape treatments. Land use recommendations focus on increasing the Mixed-Use classification in many areas, while zoning changes support use of the pedestrian-oriented Quality of Life Zoning Codes.

The zoning changes recommended in this study are intended to balance the community's wishes, market realities, and the current rights of land owners. They are intended to maintain property values while enacting controls to support greater pedestrian orientation and contextualism. Many of the urban design characteristics envisioned will increase development costs and challenge the expressed desire to increase affordable or workforce housing. As a result, the study recommends zoning changes that achieve the community's vision while providing an economic incentive to redevelop existing marginal, but expensive, land uses.

For example, the study supports establishing height controls throughout, even though no such controls exist today. Under current C-2 or RG-4 zoning it would be possible to build mid-rise office buildings or hotels along many of the larger, deeper lots in the study area (subject to the transitional height plane) without any public input. This has, of

course, not happened, due to limited demand, but the fact that a given property is zoned for this does affect its market value. To allay the concern that imposing height controls could represent "takings," the study often recommends both height limits and increased residential density. Because there is stronger demand for housing than office or hotel uses, land values are maintained by increasing the permission for neighborhood-scaled housing.

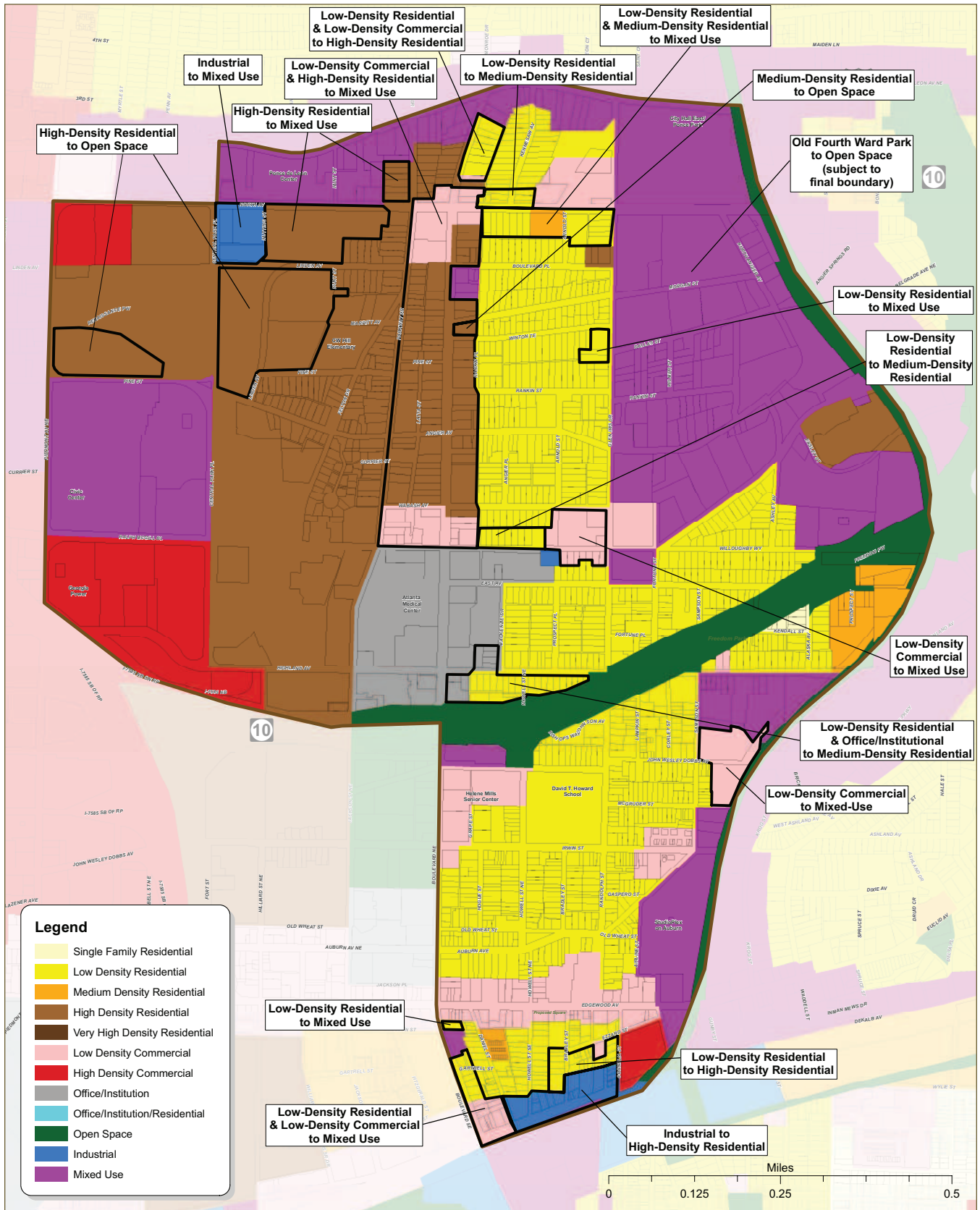
It is possible that the design standards recommended *vis-à-vis* proposed zoning changes could actually enhance values. By increasing design requirements and prohibiting suburban-style development, proposed zoning changes raise the bar for new development, protect high quality development, and protect the entire neighborhood. For example, without them, there is little incentive for a developer to invest in a street-oriented retail building if the adjacent parcel can compete for the same tenants with a low-grade, lower rent box surrounded by parking.

15-Year Future Land Use Plan Map Amendments

Prior to rezoning, the 15 Year Future Land Use Plan Map must be amended to support proposed zoning changes. The map on the following page illustrates the recommended future land use changes.

Please note that the changes recommended here do not include those that may emerge from proposed amendments to the Martin Luther King, Jr. Landmark Historic District regulations. Such changes will need to be undertaken separately as part of the Urban Design Commission's usual text amendment process.

Proposed Future Land Use Plan Map Changes



Zoning Changes

The future land use categories recommended by this master plan are broad. As such, a variety of zoning districts could result in buildings with the scale and character suggested in Table 6.1 below.

With the exception of the proposed city-initiated rezoning of the Central Park area identified below, all zoning changes should be developer-initiated. This will give the community the opportunity to review development proposals and ensure their consistency with the vision of this study. It will be up to the rezoning applicant and the neighborhoods to determine the specifics of each application.

Central Park Area Rezoning

To protect the parcels between Central Park and Boulevard Drive as a one to four story family-oriented area it must be rezoned from RG-4, which permits the demolition of this area for high-rise multifamily development that would be inconsistent with the recommendations of this study.

To preserve current development rights, but limit height to something compatible with existing



Neighborhood rezoning negotiations have historically resulted in high quality projects that enhance the neighborhood

single-family homes and small apartment blocks, the area is recommend for rezoning to MR-4B. MR-4B has the same floor area ratio (i.e. density) RG-4, but it restricts building height to 52 feet. Thus, buildings must be spread out across a site in a smaller scale rather than stacked vertically.

Sustainable Parking Standards

Excess off-street parking is one of the greatest challenges to urbanism. To reduce the supply of

Table 6.1: Appropriate Rezoning Designations by Land Use

Land Use Category	Description	Appropriate for Rezoning to ¹
Mixed Use: 10+ Stories	Exclusively commercial; or commercial and residential uses, each more than 20% of floor area	MRC-3, SPI 1
Mixed Use: 5-9 Stories	Exclusively commercial; or commercial and residential uses, each more than 20% of floor area	MRC-2, MRC-3
Mixed Use: 1-4 Stories	Exclusively commercial; or commercial and residential uses, each more than 20% of floor area	MRC-1, MRC-2, L/W
Residential: 10+ Stories	Primarily residential; commercial limited to first floor, less than 20% floor area	MR-5A, MR-5B, MR-6, MRC-3 ² ; SPI 1
Residential: 5-9 Stories	Primarily residential; commercial limited to first floor, less than 20% floor area	MR-3, MR-4A, MR-4B, MR-5, MRC-2 ² , MRC-3 ²
Residential: 1-4 Stories	Primarily residential, commercial limited to live/work	MR-1, MR-2, MR4-B, MR-3, MR 4, LW
Single-Family Residential	Exclusively residential	R-4, R-4A, R-4B, R-5A ³ , PDH
High Density Commercial	Exclusively commercial	MRC-3, SPI 1
Low Density Commercial	Exclusively commercial	MRC-1, MRC-2

¹: These are suggestive, but C, PD, and R Districts are not to be used unless noted.

²: MRC should only be used when commercial is limited to first floor and less than 20% of floor area.

³: Recommended new zoning allowing accessory dwelling units of under 600 sf

parking it is recommended that the City of Atlanta enact unbundled residential parking requirements. Under such a program, the inhabitants of a building are required to contract separately for parking spaces, rather than having them included in rent by default. Those who do not want a space are not required to contract for one. The result is an end to subsidies for car ownership, and lower housing costs for those who do not own a car.

New R-5A District

In many cities accessory dwelling units or “granny flats” provide a supply of high-quality affordable housing. At one time this was even true in Atlanta, but the supply of new such units has been limited because they are illegal.

To increase the supply in the Old Fourth Ward, it is recommended that a new R-5A zoning district be created that allows accessory dwelling units. Such units should be less than 600 square feet in area and only allowed on owner-occupied lots.

Multi-Level Liner Requirements

Rezoning requests to quality of life districts should be conditioned so that parking decks are completely screened both vertically and horizontally with active uses. This would be in addition to existing requirements for active uses for a minimum depth of 20 feet along the first floor facing a street, public park, or private park.

Deviations

Although the land use recommendations herein have attempted to take economics into consideration, there may be cases where a developer requests rezoning to a density, height, or use that is different from what is recommended. In these cases the applications should only be approved when they express exceptional commitment to the policies of this study.

Items that should be considered when granting deviations could include, but not be limited to:

- **Affordable housing** above the recommended 20 percent neighborhood-wide standard.

- Housing that serves a **range of age groups**, including the elderly.
- Housing in which at least **five percent of units are three bedrooms** or larger.
- **Publicly accessible park space**, provided such space is not used to meet zoning required public open space or usable open space.
- **Preservation of historic buildings** on a site.
- **Brick or stone** on all portions of exterior building facades.
- **Unbundled residential parking**, in which inhabitants of a residential building are required to contract separately for parking spaces, and in which those who do not want a space are not required to contract for one.
- **LEED Silver** or better certification in building construction.
- **Architectural excellence**, which is an ambiguous and variable term, but should mean that the building design meets or exceeds the aesthetic standards of the approving neighborhoods.
- **Green roofs** on buildings which minimize stormwater or provide vegetable gardens.

The provision or any of all of these or other elements should not guarantee rezoning unless agreed to by the affected neighborhoods and NPU M.